



File Code: 5700

Date: FEB 26 2018

Mark Bathrick
Director, Office of Aviation Services
300 E. Mallard Ste. 200
Boise, ID, 83706

Dear Mr. Bathrick,

In accordance with Forest Service Manual (FSM) 5712.43 - Other Agency Approvals for Pilots, the USDA Forest Service (USFS) recognizes Form OAS-30U as a valid pilot card for Unmanned Aircraft Systems (UAS) Remote Pilots. USFS will not require re-inspection of UAS Remote Pilots who hold a current, signed Form OAS-30U in order to perform USFS missions on National Forest System lands or in support of Forest Service units. This determination supersedes correspondence to you from Thomas Ricks, dated May 2, 2017, which provided a list of specific pilots who were approved to perform UAS operations on USFS lands from the date of signature until January 31, 2018. This new determination applies to all pilots in possession of a current, signed OAS-30U.

In accordance with Forest Service Handbook (FSH) 5709.16, Chapter 46.1, USFS may use aircraft approved by the Department of Interior (DOI) for specific USFS special use mission flights without re-inspection. USFS will not require re-inspection of UAS that are identified on a current, signed Form OAS-36U in order to perform USFS missions in support of USFS units. The serial number of the UAS to be used for a specific mission must match the serial number on the current, signed OAS-36U.

UAS operations occurring on USFS lands provided by DOI pilots must be within DOI OPM-11 regulatory provisions. UAS missions in support of fire management activities will adhere to NWCG PMS 515 (Interagency Fire UAS Operations Guide) and pilots must be approved for "Interagency Fire" as documented on the approval card. Regardless of the mission application, it is the responsibility of the unmanned aircraft pilots to give way to manned aircraft. All UAS operations under USFS operational control will adhere to the requirements of FSH 5709.30.

Aligned with the Forest Service's Safety Management Systems and policy documents, pilots must participate in accident prevention through reporting in the SAFECOM system hazards, conditions, maintenance deficiencies, acts and circumstances which have the potential to cause an aviation-related mishap. Reports should be submitted on-line at www.safecom.gov. The SAFECOM system is not intended to be used punitively, rather as a tool to identify and correct safety related concerns. A positive reporting culture has been shown to enhance awareness and increase safety.



Please contact Jeff Power, Assistant Director Aviation at jmpower@fs.fed.us if you have any questions or need further information. On behalf of the Forest Service, we thank you and the DOI remote pilots for your valuable assistance in meeting Agency mission to sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations.

Sincerely,

A handwritten signature in blue ink that reads "Shawna A. Legarza, PsyD". The signature is fluid and cursive, with the last name "Legarza" being the most prominent part.

SHAWNA A. LEGARZA, PSYD
Director Fire and Aviation Mgt

cc: Jeff Power, Paul Linse, John Nelson, Ezequiel Parrilla, Tom Cook, Tonya Rymer, Ryan Becker